

Remarks

The Examiner has objected to the drawings under 37 CFR 1.83(a) because the "electrical device" recited in claim 17 is not shown. This feature has now been cancelled from the claims. It is therefore submitted that no corrections to the drawings are necessary.

The Examiner has rejected claims 12-15 and 19-20 under 35 USC 112, first paragraph, as failing to comply with the enablement requirement. The Examiner has also rejected claims 12-13 and 15 under 35 USC 112, second paragraph, as being indefinite for failing to particularly point out and distinctly claim the subject matter which applicant regards as the invention. Claims 12-15 and 19-20 have now been cancelled.

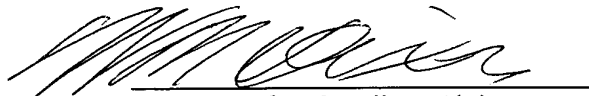
The Examiner has rejected claims 1-15, 17 and 19-20 under 35 USC 102(b) as being anticipated by US Patent No. 6,383,106 to Kashiwase (hereinafter Kashiwase). It is respectfully submitted that the claims, as amended, distinguish over the Kashiwase reference. More particularly, claim 1 clearly relates to a drive system for driving implements attached to a vehicle by way of a power take off. Power take offs are used in agricultural and industrial applications to drive implements that are attached to and pulled by the vehicle. Kashiwase clearly does not disclose any kind of power take off that can be used to drive an attached implement. The element 5a of Kashiwase cited by the Examiner as being the power take off shaft is in fact a drive shaft that inputs to a CVT transmission that powers the drive wheels of the vehicle. There is nothing in the Kashiwase disclosure that suggests that this shaft is used to power attached implements. With respect to claim 3 there is nothing in the Kashiwase reference to suggest that the motor 2 can be driven indirectly by the engine. With respect to claims 6, 8 and 10 Kashiwase does not disclose a brake for stopping the power take off shaft (Kashiwase does not disclose a power take off). The wheel brakes which the Examiner asserts are inherent in the Kashiwase disclosure are not disclosed as being controlled by the controller as per claim 8, nor does the release of the brake allow the first electrical machine, the second electrical machine and the combination gearbox to be combined to an infinitely variable torque division gearbox for the power take-off shaft as per claim

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In conclusion, it is believed that this application is in condition for allowance, and such allowance is respectfully requested.

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Respectfully,



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